

GREATER LONDON AUTHORITY ACT 1999

TRANSPORT ACT 2000

The Greater London (Central Zone) Congestion Charging (Variation No.3) Order 2006

Made

8 August 2006

Coming into force In accordance with article 1(2) and (3)

Whereas—

- (1) the Greater London (Central Zone) Congestion Charging Order 2004 (“the Principal Order”) imposes charges for the using and keeping of motor vehicles on specified roads in Greater London during specified hours and on specified days:
- (2) on 9th May 2005 Transport for London made the Greater London (Central Zone) Congestion Charging (Variation and Transitional Provisions) Order 2005 (“the Variation Order 2005”) which varies the Principal Order and contains transitional provisions:
- (3) the Variation Order 2005 was confirmed with modifications by the Mayor of London on 29th September 2005:
- (4) Transport for London has made other orders varying the provisions of the Principal Order and the Variation Order:
- (5) it appears to Transport for London expedient, for the purposes of facilitating the achievement of policies and proposals in the Transport Strategy published pursuant to section 142 of the Greater London Authority Act 1999(a) by the Mayor of London, that it should make an Order for the purpose of varying the Principal Order (as so varied) and for the purpose of varying the Variation Order 2005:

Now, therefore, Transport for London, in exercise of the powers conferred on it by sections 295 and 420(1) of the Greater London Authority Act 1999, by Schedule 23 to that Act, and of all other powers enabling it in that behalf, hereby makes the following Order:—

Citation, commencement and interpretation

1.—(1) This Order may be cited as The Greater London (Central Zone) Congestion Charging (Variation No.3) Order 2006.

(2) This Order, other than articles 2, 4, 6 and 7 of Schedule 1, shall come into force on the day following the day on which the Mayor confirms it.

(3) Articles 2, 4, 6 and 7 of Schedule 1 shall come into force on 2 October 2006.

(4) In this Order—

- (a) “the Principal Scheme” means the Scheme contained in the Schedule to the Greater London (Central Zone) Congestion Charging Order 2004; and

(a) 1999 c. 29; Schedule 23 was amended by the Transport Act 2000 (c. 38). The Mayor’s Transport Strategy was published in July 2001 and the Mayor’s Transport Strategy Revision in August 2004.

- (b) “the Variation Scheme 2005” means the Scheme contained in the Schedule to the Greater London (Central Zone) Congestion Charging (Variation and Transitional Provisions) Order 2005.

Variation of the Principal Scheme

2. Schedule 1 to this Order, which varies the Principal Scheme, shall have effect.

Variation of the Variation Scheme 2005

3. Schedule 2 to this Order, which varies the Variation Scheme 2005, shall have effect.

Signed by authority of Transport for London

8 August 2006

Managing Director, Surface Transport

SCHEDULE 1

Article 2

Preliminary

1. The Principal Scheme shall be further varied in accordance with the provisions of this Schedule.

Interpretation

2.—(1) Article 1(2) shall be amended as follows.

(2) After sub-paragraph (k) there shall be inserted—

“(ka) “longitudinal plane” means a vertical plane parallel to the longitudinal axis of a vehicle;”.

(3) After sub-paragraph (l) there shall be inserted—

“(la) “motortricycle” means a motor vehicle which—

(i) is a motortricycle for the purposes of paragraph 2 of Schedule 1 to the 1994 Act;

(ii) does not exceed 1 metre in overall width; and

(iii) does not exceed 2 metres in overall length;”.

(4) After sub-paragraph (o) there shall be inserted—

“(oa) “overall length” means the distance between transverse planes passing through the extreme forward and rearward projecting points of the vehicle inclusive of all parts of the vehicle and any fitting attached to it;

(ob) “overall width” means the distance between longitudinal planes passing through the extreme lateral projecting points of the vehicle inclusive of all parts of the vehicle and any fitting attached to it, except any driving mirror;”.

(5) In sub-paragraph (q), for “paragraph 5 or 6” there shall be substituted “paragraph 5, 5A or 6”.

(6) In sub-paragraph (w) delete “and” and in sub-paragraph (x) after “Annex 3” there shall be inserted—

“;

(xa) “transverse plane” means a vertical plane at right angles to the longitudinal axis of a vehicle”.

Payment of charges

3.—(1) Article 6 shall be amended as follows.

(2) In paragraph (5), for sub-paragraph (a) there shall be substituted—

“(a) a licence shall be purchased for a particular vehicle;

(aa) that vehicle shall be identified by its registration mark;

(ab) the purchaser of a licence shall specify to Transport for London the registration mark of the vehicle in respect of which the licence is to be issued;

(ac) a licence shall not be valid for any vehicle having a registration mark different from the mark so specified;”.

Payment of charges for large passenger vehicles and motortricycles

4.—(1) Article 6 shall be amended as follows.

(2) In the Table in paragraph (6), after item 8 there shall be inserted item 8A as follows—

Table

<i>(1)</i> <i>Item No.</i>	<i>(2)</i> <i>Provision</i>	<i>(3)</i> <i>Method of payment</i>
8A	Annex 2, paragraph 5A(2)(c)	Cash, cheque, or credit or debit card

(3) In paragraph (12)(c), after “in paragraph (11)” there shall be inserted—

“except that the additional charge of £10 shall not apply to vehicles that are large passenger vehicles as defined in paragraph 3 of Annex 2”.

Penalty charge for non-payment of charge

5.—(1) Article 12 shall be amended as follows.

(2) In paragraph (1) for sub-paragraph (b) there shall be substituted—

“(b) the charge has not been paid in full in accordance with the requirements of article 6.”.

Vehicles used in the provision of particular public services

6.—(1) Annex 2 shall be amended as follows.

(2) In paragraph 4, after sub-paragraph (2)(f) there shall be inserted—

“(g) an emergency response unit of—

- (i) Transport for London; or
- (ii) any London borough council,

used for the purpose of responding to an emergency.”.

Motortricycles

7.—(1) Annex 2 shall be amended as follows.

(2) After paragraph 5 there shall be inserted—

“Motortricycles

5A.—(1) Transport for London may issue an eligibility certificate to a person on its being satisfied that the vehicle to which the certificate relates is a motortricycle for the purposes of article 1(2) of this Scheme.

(2) A motortricycle is a reduced rate vehicle if the following conditions are met—

- (a) there is in relation to the vehicle a current eligibility certificate issued under sub-paragraph (1);
- (b) particulars of the vehicle are entered in the register; and
- (c) there has been paid to Transport for London a charge of £10 before particulars of the vehicle were so entered.

(3) Where purported payment of a charge under sub-paragraph (2)(c) is made otherwise than in cash and payment is not received by Transport for London (whether because a cheque is dishonoured or otherwise), the condition referred to in sub-paragraph (2)(c) shall not be treated as having been satisfied and particulars of the vehicle shall be removed from the register.”.

SCHEDULE 2

Article 3

Preliminary

1.—(1) The Annex to the Variation Scheme 2005 shall be further varied in accordance with the provisions of this Schedule.

Deposited plans

2. For each item relating to sheets 24 and 31 there shall be substituted the item relating to that sheet number in Table 1.

Table 1

<i>(1)</i> <i>Sheet No.</i>	<i>(2)</i> <i>Drawing No. & revision letter</i>	<i>(3)</i> <i>Signatory</i>
24	L7\08\07\04\02\05\TQ2479SW Revision A	Peter Brown
31	L7\08\07\04\02\05\TQ2479SE Revision A	Peter Brown